

City of Alexandria Long-Range Plan
April 7, 2010

Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
Transit Corridor 'B' /Duke Street 1 reconstruction- I-395 to Van Dorn	Reconstruction of Duke Street from I-395 to Van Dorn Street interchange to accommodate dedicated transit lanes.	2008 TMP Landmark/Van Dorn SAP	Project	Transit Streets	More than \$5 million	10+ years	Not Started	Yes	At time of development or transit system implementation
Transit Corridor 'C' /Van Dorn Street 2 reconstruction	Reconstruction of Van Dorn Street from the railway crossing to the entrance to the existing Landmark Mall (future West End Town Center) to acommodate dedicated transit lanes and streetscape improvements.	2008 TMP Landmark/Van Dorn SAP	Project	Transit Streets	More than \$5 million	5-10 years	Not Started	Yes	At time of development or transit system implementation \$4.2 million in federal funds requested to implement this service. The Van Dorn-Beauregard transit corridor is sometimes referred to as the Kingstowne-Pentagon service. This new service would serve the Washington Headquarters Services facility at the Mark Center, which is scheduled to open in 2011.
3 Landmark Transit Station	Construction of intermodal Transit Station at or Near Landmark Mall to serve the transfer point of the 'B' and 'C' transit corridors.	2008 TMP Landmark/Van Dorn SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	At time of development or transit system implementation
4 Potomac Yard Metrorail Station	Construction of new inline Metrorail Station in Potomac Yard.	1992 TMP 2008 TMP Potomac Yard SAP	Project	Transit	More than \$5 million	5-10 years	Not Started	Yes	Multi-phase project to begin with Environmental Study. Right-of-way reserved for proposed infill station. Approved Alternative Concept Plan for Potomac Yard does not require construction of this station. Estimated cost of construction is \$250 million.
Holmes Run Greenway/Eisenhower East 5 Shared-Use Path Improvements	Improvements to Holmes Run Greenway between Beauregard Avenue and N. Ripley Street and construction of a trail connection from Mill Road at Eisenhower Avenue to South Payne Street.	2008 TMP Eisenhower East SAP	Project	Bicycle	More than \$5 million	5-10 years	Not Started	No	One portion of the path currently provides access under Interstate 395 and Van Dorn Street via a tunnel and underpass. The trail also crosses Beauregard Street at grade. In 2010, the City will begin two engineering studies. One will examine feasibility of making major improvements to the trail to address safety and accessibility of the crossings, tunnels and intersections. This study is expected to develop preliminary design plans and cost estimates. A second study will explore feasibility of building the trail from Mill Road to South Payne Street on the Old Cameron Run Channel. The City requests multi-year funding for this project in the reauthorization of SAFETEA-LU.
Redesign intersection of Mt. Vernon & Russell 6 Road.	Construction of intersection improvements including pedestrian upgrades and revised intersection geometry.	Arlandria SAP	Project	Streets	Less than \$1 million	5-10 years	Not Started	Yes	
Multimodal bridge from Van Dorn Metro to 7 Pickett	Construction of multimodal bridge and roadway, from Van Dorn Metro to Pickett Street	Landmark/Van Dorn SAP	Project	Bicycle Pedestrian Transit	More than \$5 million	10+ years	Not Started	Yes	
Eisenhower Avenue Metrorail Platform 8 Extension	Construction of station entrance north of Eisenhower Avenue as development occurs to provide direct pedestrian access to the station without the crossing of Eisenhower Avenue.	1992 TMP Eisenhower East SAP	Project	Transit Pedestrian	More than \$5 million	1-5 years	In Progress	Yes	The Eisenhower Avenue Metro Station can only be accessed from the South side of Eisenhower Avenue, but a great deal of existing and future development is taking place on the north side of this street—much of it federal office space. Not only is the existing limited station access unsafe; it discourages transit use. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed, and would appreciate additional federal assistance. This is our highest priority heavy rail funding request. Project in concept development. Construction to follow widening of Eisenhower Avenue.
9 Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to acommodate pedestrians	Landmark/Van Dorn SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of development of Landmark Mall or Van Dorn Street reconstruction

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10 Backlick Run multipurpose trail	Construction of shared use path between Booth Park west to Fairfax County line.	Landmark/Van Dorn SAP	Project	Bicycle Pedestrian	\$1-5 million	5-10 years	Not Started	Yes	As funding becomes available from development or other sources
11 Streetscape improvements to Mount Vernon Avenue	Streetscape improvements along Mt. Vernon Avenue from Glebe to northern City limit including street furniture, crosswalks, public art, public amenities and loading areas	Arlandria SAP	Project	Pedestrian Streets	Less than \$1 million	1-5 years	In Progress	Yes	
12 High Street construction	Construction of New High Street west of and parallel to Van Dorn Street from West End Town Center to Pickett Street, including Duke Street grade separated crossing	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	At time of development, completed as needed by City
13 Duke Street (Route 236) from Wheeler Avenue to Jordan Street	Construction of a fifth lane to accommodate safe left turns to adjacent residences and businesses along Duke Street. Raised medians should be used at various locations to protect left turning vehicles, to restrict some turning movements and to provide pedestrian refuge	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	No	
14 Construct Metro Station Road (Eisenhower)		Eisenhower East SAP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	
15 Clermont Interchange with I-95 and connection to Eisenhower Avenue	This interchange and the connecting roadways will improve access to the Cameron Valley and the Eisenhower Corridor.	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The City Council has indicated to VDOT their support of the interchange. (King St./Eisenhower Ave. Metro Station Small Area Plan).
16 I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
17 Construct Holland Lane Extension	Extension of Holland Lane south from Eisenhower Avenue to Old Car	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	
18 Interstate-95 Service Road Between U.S. Route 1 and Telegraph Road With Connections to Mill Road	Construction of two-lane service road along the north side of I-95 to improve access to Eisenhower Valley between the U.S. Route 1 and Telegraph Road Interchanges.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	Additional access ramps to the valley from the Beltway at Mill Road will absorb a significant portion of traffic destined to the developments in the corridor and will relieve some of the congestion at the interchanges and along U.S. Route 1 and on Duke Street. Although this will be an Interstate Highway System project, requiring no funding from the City, the project may be funded by developers in the valley to accelerate construction and is a requirement of the Carlyle project. The City Council has indicated to VDOT their desire to have this access provided to the Valley (King Street/Eisenhower Avenue Metro Station Small Area Plan).
19 South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.
20 Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve sections of South Van Dorn Street to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	